

CENTRAL INTELLIGENCE AGENCY  
INFORMATION FROM  
FOREIGN DOCUMENTS OR RADIO BROADCASTS

CD NO.

DATE OF INFORMATION 1953

DATE DIST. 29 Mar 1954

NO. OF PAGES 3

SUPPLEMENT TO  
REPORT NO.

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PROGRESS ON THE T'IENT-SHUI -- CH'ENG-TU RAILWAY, OCTOBER-DECEMBER 1953

Information on graphics material is appended.]

The veteran construction workers of the PLA engineers corps are encountering extremely difficult working conditions as they enter the area of the Ta-pa Shan ranges. Frequently, they must hew out shelves for the roadbed on the faces of steep precipices of very hard rock, or drill tunnels working from suspended platforms. Shifts are working around the clock.

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From Ch'eng-tu to Mien-yang it is 118 kilometers. This section of the railway crosses numerous rivers and streams and required 109 small bridges, 16 medium sized bridges, and 6 large bridges. Among the latter is the one over the Shih-t'ing Chiang which has 17 spans and is 247 meters long. Another is that over the Lo Chiang. The largest of all is the one over the fast flowing Fou Chiang, which is over 300 meters wide. -- Lan Chu-chi

TRAINS OPERATE BETWEEN CH'ENG-TU AND MIEN-YANG -- Hong Kong, Wen-hui Pao, 19 Oct 1953

On 1 October 1953, the fourth anniversary of the establishment of the government of the People's Republic of China, trains began regular operation between Ch'eng-tu and Mien-yang. In this distance of about 117 kilometers, there have been built six large bridges and 299 medium and small bridges and culverts. [See appended information on graphics material.]

PROGRESS ON PAO-CH'ENG RAILWAY -- Hong Kong, Ta Kung Pao, 3 Dec 53

Ch'eng-tu -- All bridges and culverts on the section of the Pao-chi -- Ch'eng-tu railway between Mien-yang and Chung-pa are finished and it is expected that by the end of 1953, trains will be running at least as far as Chung-pa which is 40 kilometers beyond Mien-yang. The main ranges of the Ta-pa Shan will then be encountered. In the 158 kilometers from Ch'eng-tu to Chung-pa, it has been necessary to build 144 small bridges and 212 culverts. There is an average of 2.5 bridges or culverts per kilometer in this section.

With the cooperation of Soviet advisers, the foundations of ancient bridges have been tested to ascertain their suitability for use as supports for railway bridges. Where streams have a coarse gravel or cobblestone bottom, the plan of using broad concrete footings, instead of driving piles, has been adopted. While assuring satisfactory bridge foundations, this has saved 2,370 piles and 2 months in the time required for construction, in the section between Ch'eng-tu and Mien-yang.

Using the Soviet method of rolling bridge trusses into position on the piers, which was successfully employed on the Ch'eng-tu-Chungking line, in the construction of the bridges across the Mien-yen Ho and the Lo-ch'ang Chiang, the trusses were placed in position at the rate of 3.0 or 3.5 spans per day. Local materials have been used as much as possible in the construction of 385 bridges and culverts. The only steel employed was the steel reinforcing rods used in concrete structures and the structural steel used in two of the spans of the large bridge across the Fou Chiang. The traditional Chinese method of building stone arches was followed for most of the culverts and many of the smaller bridges. Some of these arches have spreads of from 10 to 20 meters.

PAO--CH'ENG LINE BEYOND CHUNG-PA -- Hong Kong, Ta Kung Pao, 4 Dec 53

Ch'eng-tu, 2-December (Hsin-hua She) -- Work has begun on the more than 700 kilometer stretch of the Pao-chi--Ch'eng-tu Railway from Chung-pa to Lueh-yang. Construction of the line in this mountainous section will be far more difficult than for that section across the north Szechwan plain from Ch'eng-tu to Chung-pa. From Chung-pa to Lueh-yang the line will cross many bridges, pass through numerous tunnels, go around Chien-men-kuan, and traverse the Ta-pa Shan ranges, after which it will connect with the tracks south of Pao-chi. [This seems to indicate that the northern end of this railway beyond Lueh-yang has been re-located to connect with the Lung-Hai Railway at Pao-chi instead of at T'ien-shui.]

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Several tens of thousands of laborers have been moved into barracks in the forested mountain area north of Chung-pa. Various types of heavy excavating and grading machinery in large numbers are now being moved northward across the recently completed Fou Chiang bridge. Excavation of the Pa-miao-kou tunnel is now being speeded up with the arrival of mechanized equipment. Construction was started very recently on a number of difficult engineering projects such as the large bridges across the Pai-shui Ho, the Hui-lung-sha, and the Ch'ing Ho.

GRAPHICS MATERIAL AVAILABLE

Requests for copies of, or further information on, the photograph described herein should be addressed to Graphics Register, CIA, by referring to report number and item number.

Location: China, Szechwan, Lo-chiang Hsien, city of Lo-chiang [104 31, 31 18]

Caption and Description: "The Lo Chiang Railway Bridge; and the First Train Being Operated in the Ch'eng-tu--Mien-yang Section of the Paci-Ch'eng-tu Railway"

Source: Wen-hui Pao, Hong Kong, 19 October 1953, page 1

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